PRESIDENT'S HORSES.

How Roosevelt's Pets are Housed in Washington.

Not since Arthur's time have we had in a chief executive such a lover of horses as is President Roosevelt, and consequently he is giving a great deal of attention to the White House stables. They are being looked after as never before, and the stablemen are earning every dollar of their salary these days. Not only is the president extremely fond of horses, but he is also one of the best judges of them in this country. To please his critical eye an animal must be entirely free from the slightest ailment or blemish.

In looking around for a team awhile ago he had three beautiful horses sent from New York for his inspection. They were superb beasts to all appearances, and the employees in the White House stables were enthusiastic in their praise. It took the president, however, less than ten minutes to surmise that something was wrong, and a veterinary who was called in soon confirmed his suspicions. It was a great disappointment to the president, as finer animals are seldom seen, but he has succeeded in securing two fine specimens of horseflesh. They are two handsome bays standing sixteen hands high, weighing 2,350 pounds and are five years old.

The White House stables consist of two buildings, a two story red brick structure erected in 1871 and a low, rambling, yellow framed building which was the historic stable that housed the presidents' horses previous to that date. They are situated at the corner of Seventeenth and E street, in a corner of the park south of and adjoining the White House grounds. Recently the stables have been enlarged under the direct supervision of Colonel Theodore Bingham, superintendent of public buildings and grounds.

The stable attendants are nearly all white men now, but up to four years ago were nearly all negroes, and the few colored hands now employed are hired to do the work of cleaning the

ENTRANCE TO WHITE HOUSE STABLES.

stables and keeping the adjacent grounds in order. The foreman of the president's stable is Arthur Hurley, an ex-jockey and a man thoroughly versed in horse lore. He is a short, thick set man of thirty-eight years and a native of the District. Hurley was in the service of President Hayes when a boy and used to assist in exercising the horses. Four years ago he was promoted to foreman and has worked hard to make the antiquated building look semimodern and attractive. He has three white assistants, who relieve each other in driving the president and in superintending the cleaning of the vehicles and the care of the horses.

Leading to the presidential stables on the Seventeenth street side is a large court, and on both sides are carriage houses, where vehicles used by the executive department and the private conveyances of the president are kept. Although roomy, the stalls for the president's horses are of the simplest character. The partitions and floors are of rough pine planking. Directly over each stall is a small frame bearing the animal's name. Among the horses is a pretty little bay mare belonging to Mrs. Roosevelt. It is called Lady Dancer and was raised by the president's wife from foal. Lady Dancer receives at least one visit from Mrs. Roosevelt a day, and the children bring it many a lump of sugar from the White House table.

Provender for the horses furnished for the use of the executive department is provided by the government, and eleven attendants are paid from the same appropriation, which amounts to about $10,000. Above the rear stables are living rooms for the foreman and his assistants. All repairs to carriages and all horseshoeing are done by contract, and no mechanical work is performed at the stables.

One of the most elaborate vehicles seen on the streets in Washington for many years is the new carriage of President Roosevelt. It is a two seated, open, light driving wagon, painted a dark blue and upholstered in light yellow leather. The body of the wagon is of light yellow basket work, with a faint stripe of red, and on the panels of each side is the monogram "T. R." The coachman and footman on this carriage wear the handsomest livery displayed by any president since the days of Arthur. They wear long, dark blue coats, and on their tall hats are two cockades of black burs, with a rosette of red, white and blue silk.

To Christen the Iowa.

The city of Des Moines, Ia., is not greatly pleased with the battleship that bears its name, but extremely proud of Miss Frances E. West, who was selected to christen it, for few American warships have had fairer sponsors than the new cruiser Des Moines.

Miss West is one of the belles of Des Moines and very handsome and accomplished. She is a musician of ability, and her family is one of the best known in that city. Her mother was a Miss Chase and was connected by ties of blood relationship with Chief Justice Chase and Prescott, the historian. The father of Miss West is a type of the successful business man and is very wealthy.

The Des Moines is a protected cruiser of 3,200 tons, with a speed of 16.5 knots an hour. She is armed with ten 5 inch guns, eight 6 pounders, two 1 pounders and two rapid firing Colts. She has twin screws and is of the same type as the Denver, Chattanooga, Galveston, Cleveland and Tacoma.

This is the second time an Iowa girl has been selected to christen an American warship. Miss Mary Lord Drake, daughter of Governor Drake, gave the Iowa her name when she was launched several years ago. Ever since her debut Miss West has been one of the leading society young women in Des Moines. She is a graduate of Vassar and has traveled widely in Europe.

THE STOKER MAYOR.

Interesting Facts About Bridgeport's Chief Executive.

Perhaps one of the most interesting of the new mayors elected this fall is the chief executive of Bridgeport, Conn. Denis Mulvihill is called the "stoker" mayor because for thirty years he has worked at the furnaces of a manufacturing company in the city where he now holds the highest municipal office. Up to the very day he was elected Mr. Mulvihill put in nine hours daily shoveling coal, but so sure was he of success that he then handed in his resignation, but said he might want his old job back again in two years. His majority was the largest ever given a candidate in Bridgeport.

Few mayors have been so little known before election and so much talked about since as the "stoker" mayor. Up to four years ago he had hardly been heard of outside of his neighborhood. Then he was waited upon one evening by a committee and asked to run for alderman. He refused, saying he had stayed out of politics all his life, and it was too late for him to learn new tricks. They urged him that his duties as an alderman would occupy only two nights a week and that it was time he did something for his party. Finally he accepted, and his election followed.

As an alderman Mr. Mulvihill attracted a great deal of local attention. He opposed every measure that carried with it an expenditure of public funds and fought so hard against appropriations he regarded as needless that he was given the name of the "watchdog of the city treasury."

Although many regarded it as a huge joke when Mr. Mulvihill was nominated for mayor and said it was impossible for him to win, they did not know the power of the candidate. He was known simply as a laborer, but the fact that he was an unusual one was not known outside of the manufacturing plant in which he worked. His friends predicted just such a majority as he received. During the campaign he made no speeches. Knowing him to be a poor man, a large number of people sent him checks to aid him in his campaign, but these Mr. Mulvihill returned, saying he was able to pay his own bills.

The former coal shoveler and present mayor of Bridgeport is a man with

DENIS MULVIHILL.
[Mayor of Bridgeport, Conn.]

deep gray eyes, strong features and is a splendid example of physical manhood. He stands about 5 feet 11 inches and weighs nearly 200 pounds. His face is clean shaved, displaying a strikingly tenacious chin. Determination is written upon his countenance unmistakably. A moment's talk with the "stoker" mayor will tell you he is an Irishman, and he has a philosophy of life distinctly his own, which he expresses in his own Irish way. He is typically Irish in temperament, good natured, witty and altogether whole hearted.

Mayor Mulvihill was born in one of the southern counties of Ireland just fifty-eight years ago. His father was a machinist and gave the son the advantages of the meager school facilities available. He aided his father in his work until over twenty years old, and then, like many other ambitious Irish lads of the time, he set sail for America. At first the young immigrant was a day laborer in Massachusetts, but in 1871 he went to Bridgeport, Conn., got a job as a stoker at the Wheeler & Wilson Manufacturing company, and there he remained. During all that time he had worked fourteen hours a day, getting up to start the fires at 4:30 o'clock in the morning and stopping work at 6 in the evening. It never occurred to him to ask for promotion from coal shoveling or to be surprised that promotion did not come to him without the asking.

During all those years as a stoker Mr. Mulvihill worked for $14 a week. On this amount he not only supported a family, but saved money besides. He lived frugally and with his savings bought building lots in East Bridgeport. They were very cheap then, but he thought they would rise in value. He was right. The lowest estimate of the present value of his property is $12,000, but there are those who say he is worth $40,000.

Mayor Mulvihill has a wife and three children, the eldest of whom is now a boy of seventeen. He is extremely proud of his daughter, who is now in the high school and studying French. As mayor of Bridgeport his salary will be $3,000, four times his wages as stoker. He believes in hard work and says it is the best tonic in the world.

A Fighting Governor.

Few fights against combines have aroused more interest in this country than the one now on in the northwestern states in opposition to the consolidation of the Northern Pacific and the Great Northern and Burlington railroads. Governor Samuel R. Van Sant of Minnesota, who is leading the battle against the roads, says he has the support of a number of other governors. The affair promises to be fought to a finish and will be a bitter one while it lasts.

Governor Van Sant has an interesting career. He enlisted under President Lincoln's first call for 75,000 men, but was rejected on account of his age,

GOVERNOR S. R. VAN SANT.

being not quite seventeen. Again he tried and was rejected, but finally was accepted as a member of Company A, Ninth Illinois. Before he was allowed to go to war, however, he had to have a written permit from his father.

The governor was a great favorite not only in his own company, but throughout the regiment, and was in the thick of many famous battles. After the war he studied in New York city for some time and then went to Galesburg and graduated from Knox college. Soon after his graduation he went into business with his father at Leclaire, Ia., and they built one of the first raft steamers on the Mississippi.

For a number of years Governor Van Sant was general manager of the Van Sant & Musser line of steamboats. He went to Winona, Minn., in 1883 and was closely identified with the city's best interests and actively assisted in all public enterprises. For two years he was in the council as alderman and was the unanimous nominee of the Republicans for the office of mayor of Winona in 1888. Later he was sent to the state legislature and in 1895 was speaker of the lower house. This is his first term as governor.

Diplomatic Etiquette.

The Baroness Hengelmuller, wife of the Austrian minister, who has just returned to Washington for the winter, finds herself in rather an unpleasant position. At a state dinner at the White House last spring she created a sensation by refusing to accept the arm of the Mexican embassador, who had been assigned to her as escort, or to sit be-

BARONESS HENGELMULLER.

side him at table. The matter greatly annoyed the late president and was explained by the Austrian minister on the ground that neither he nor his wife could hold any relations whatsoever with the representative of a government that has put to death his sovereign's brother, the ill fated Emperor Maximilian.

Since then, however, friendly intercourse has been established between the Vienna court and the Mexican government, and it now becomes incumbent upon the baroness to call upon the Mexican embassadress, whose diplomatic status is superior to that of the Austrian minister's wife.

Only a woman can fully appreciate the feelings of the baroness as she pays the call demanded by diplomatic etiquette. She will go in her carriage, of course, perhaps accompanied by her husband as far as the curb, and her card will be received with all due ceremony. It is when she enters the drawing room that she will either be politely snubbed or as warmly welcomed as etiquette permits. She will live through it, however, and will have many opportunities to repay in kind.

Baroness Hengelmuller is said to be the most beautiful woman in the diplomatic corps in Washington. She was the first society woman in the capital to drive her own automobile and owns five of these machines, all of different styles, which she can operate in the most expert manner.

CLASSIFIED WANTS.

Wanted—Boy to work in printing office. Good opportunity for right boy.

Wanted—A woman to do general house work. Call on or address B. F. Graham, Naco, A. T.

Miscellaneous.

Fresh fruit cake for Christmas at the Vienna Bakery. 12-18-tf.

Go to Hart & Graf for fresh fruit vegetables and oysters. 10-8-tf.

Mrs. J. Lindhal will receive boarders at her new dining room, No. 126, Brewery Gulch, opposite Brewery Gulch restaurant. Prices reasonable. 12-14-1wk.

List your furnished and unfurnished rooms, also cottages. Several calls for small 3 and 4 room houses or cabins. Room 6 post office building; P. O. Box No. 249. 12 12tf

For Ladies' and Gents' solid Gold Chains, Silver Novelties, Misses and Baby Rings, etc., go to August Joerss' Jewelry Store, Main street, opposite Library Hall.

All your writing is visible on the "Underwood" typewriter. It received the Gold Medal at the Buffalo Exposition and first grand prize at Venice. Address C. W. Fisher, Agent, Bisbee. 12-18-2t p.

For Ladies' and Gents' Gold Watches, Diamonds, Fancy Rings, Charm, Lockets, at lowest prices, call at August Joerss' Jewelry Store, Main street, opposite Library Hall.

Chance to Buy

The O. K. Livery Stable and stage lines, together with stock and vehicles. Entire business or part of it. Undertaking business included. Address B. F. Graham & Co., Bisbee, Arizona. 11-9-tf

Notice.

The first block of stock in the Napoleon Gold Mining company is now on sale at 25 cents per share. W. B. Kelley, of Bisbee, is an authorized agent of the company to receive subscription for stock.

NAPOLEON GOLD MINING CO.
R. V. DANIELS Sec'y.

Notice to Water Consumers.

You are requested to repair all breaks on private pipes without delay. Also do not allow faucets to run at night time.

tf Bisbee Water Co.

Notice of Stockholders Meeting

Notice is hereby given that the annual meeting of the stockholders of the South Bisbee Copper Mining and Townsite Improvement company, a corporation organized under and by virtue of the laws of the territory of Arizona, will be held at the office of the company at Bisbee, Arizona, on the fourteenth day of January, 1902, between the hours of two o'clock and four o'clock p. m. of said day, for the election of directors and such other business as may come before the meeting.

Dated Bisbee, Arizona, December 4, 1901. C. B. JONES, Secretary.